

What is claimed as new and what is desired to secure by Letters Patent of the United States is:

1. A vehicle chocking system comprising:

a control panel positionable within a vehicle and for remotely operating said chocking system;

a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;

a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;

a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;

a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being engageable about a vehicle axle for assisting to maintain same at a non-rotating position, one said plurality of collars being securable to said housing; and

a power source for supplying power to said system.

2. The chocking system of claim 1, wherein said chock arm further comprises an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire.

3. The chocking system of claim 1, wherein said tire chock further has a bottom surface and comprises a rubber pad attached thereto for providing resistive force against a ground surface.

4. The chocking system of claim 1, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.
5. The chocking system of claim 1, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.
6. The chocking system of claim 1, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.
7. The chocking system of claim 1, wherein said housing has a front portion with said slot being formed thereat.
8. The chocking system of claim 1, wherein said housing has a rear portion with said slot being formed thereat.
9. A vehicle chocking system comprising:
 - a control panel positionable within a vehicle and for remotely operating said chocking system;
 - a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;
 - a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;
 - a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;
 - a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being

engageable about a vehicle axle for assisting to maintain same at a non-rotating position, one said plurality of collars being securable to said housing; and
a power source for supplying power to said system;

said chock arm further comprising an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire.

10. The chocking system of claim 9, wherein said tire chock further has a bottom surface and comprises a rubber pad attached thereto for providing resistive force against a ground surface.

11. The chocking system of claim 9, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.

12. The chocking system of claim 9, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.

13. The chocking system of claim 9, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.

14. The chocking system of claim 9, wherein said housing has a front portion with said slot being formed thereat.

15. The chocking system of claim 9, wherein said housing has a rear portion with said slot being formed thereat.

16. A vehicle chocking system comprising:

a control panel positionable within a vehicle and for remotely operating said chocking system;

a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;

a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;

a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;

a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being engageable about a vehicle axle for assisting to maintain same at a non-rotating position, one said plurality of collars being securable to said housing; and

a power source for supplying power to said system;

said chock arm further comprising an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire;

said tire chock further having a bottom surface and comprising a rubber pad attached thereto for providing resistive force against a ground surface.

17. The chocking system of claim 16, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.

18. The chocking system of claim 16, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.

19. The chocking system of claim 16, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.

20. The chocking system of claim 16, wherein said housing has a front portion with said slot being formed thereat.